

ALONG THE WATER FRONT

Every Thing Quiet at All the Wharves Yesterday.

MANY SHIPS DECORATED.

THE ERSKINE M. PHELPS ARRIVES FROM MANILA IN BALLAST.

Four-masted Schooner Americana Puts into Port after Encountering Terrible Storms.

All was quiet along the water-front yesterday, wharf gates were closed and "pools" were nowhere to be seen. Custom House officers appeared for a few moments at different times and then retired to their offices to figure out their duties as officers under the new conditions.

For hours nothing but a few stray rats could be seen gambling in the dust of the wharves and trying to get aboard the various vessels for the morsels, for the lunch baskets of laborers were missing and life was again a weary struggle.

The water-front was saved from its "make ion" appearance by the decorations of the vessels in port flying the American and Hawaiian flags. The queen of the fleet was the ship Star of Italy, flying the Hawaiian flag. She was pronounced by all the old salts a marvel of beauty. Her signal and other flags floating in the breeze, produced a charming effect. The Carrier Dove, anchored at Allen & Robinson's wharf, was another well-decorated vessel.

Early in the forenoon, W. Porter Boyd took a hack and went to the water-front, delivering the captain of each vessel in port an invitation to the ball at the Executive building to-night.

Two island steamers came in during the early morning—the Iwalani from Hāmākua and the Nihau from Kauai ports—but the former bears the distinction of being the first to enter the harbor of Honolulu under new conditions.

The Iwalani has not been here since May 26. From that time until Tuesday afternoon she was busy in Hilo loading the Edward May and S. G. Wilder with sugar for San Francisco. The former sailed a week ago Friday, while it was expected that the Wilder would leave yesterday morning.

The Iwalani brings 5336 bags of sugar for P. A. Schaefer & Co. W. G. Hyman was the only cabin passenger. Purser Clapham reports everything quiet. The Nihau also brings sugar. Captain Thompson reports rains on Kauai and a broad smile on the faces of the plantation managers. It is not probable that the Nihau will get away for her usual ports until Monday.

ARRIVALS

Thursday, June 14.
Stmr Iwalani, Gregory, from Hāmākua; 5336 bags sugar for P. A. Schaefer & Co.
Stmr Nihau, Bruhn, from Kauai; 5760 bags sugar.

Am. sp. Erskine M. Phelps, Graham, from Cavite, Manila, April 24, in ballast.

MOVEMENTS OF STEAMERS

Steamers due and to sail to-day and for the next six days are as follows:

ARRIVE

Mariposa, San Francisco, June 20.

Hongkong Maru, San Francisco, June 21.

DEPART

Nippon Maru, San Francisco, June 22.

Moana, San Francisco, June 22.

Rio de Janeiro, San Francisco, June 30.

ERSKINE M. PHELPS.

The Erskine M. Phelps, one of the largest American ships afloat, came in from Cavite, Manila, this morning in ballast. She was 49 days making the trip. The Phelps comes to Honolulu to load sugar. She is consigned to H. Hackfeld & Co., Ltd.

LATEST CHARTER.

The very latest charter on the Pacific Coast previous to the departure of the Oahu on June 4, was the American barkentine George G. Perkins, 385 tons, redwood lumber to this port. She was chartered by Charles Nelson.

LUZON FOR KAHULUI.

The American ship Luzon, Sodergren master, sailed for Kahului Wednesday with a cargo of 5555 bags of sugar, weighing 616,505 pounds, and valued at \$22,914.37. She will complete her cargo at that port and will then sail for Philadelphia. The bark Ivanhoe, in ballast for Royal Roads, left at about the same time.

THE AMERICANA.

The four-masted schooner Americana was boarded by Pilot Cameron early in the morning. She put in here in distress, as on her way to San Francisco she encountered some very heavy weather, losing several sails and running short of provisions on account of her long trip from the nitrate ports. She is 106 days out and will get supplies and water here and then continue on her voyage to San Francisco. The Americana is a Clyde-built steel schooner which made her first voyage here some six years ago to get Hawaiian registry. She now is an American schooner.

VESSELS IN PORT.

(This list does not include coasters.)
Albert, Am. bk., Griffiths, San Francisco, May 25.

Archer, Am. bktn., Calhoun, San Francisco, May 22.

Agnes, Am. sp., Colby, Newcastle, May 2.

Albert Meyer, Am. schr., Nielsen, Seattle, May 5.

A. J. Ropes, Am. sp., Chapman, San Francisco, April 15.
Australia, Br. sp., Jess, Newcastle, May 12.
Bloemfontein, Br. S. S., Belloch, Seattle, May 13.
Bangalore, Br. sp., Blanchard, Newcastle, May 9.
Big Bonanza, Am. bk., Bergman, Newcastle, June 3.
Carrier Dove, Am. schr., C. W. Port Townsend, May 21.
C. D. Bryant, Am. bk., Colby, San Francisco, April 27.
Carondelet, Am. bk., Stetson, Newcastle, June 5.
Edward May, Am. bk., San Francisco, May 17.
E. K. Wood, Am. schr., Hansen, Tacoma, June 2.
Florence, Am. sp., Rhodes, Newcastle, May 9.
George Curtis, Am. sp., George S. Calhoun, San Francisco, June 5.
Halcyon, Am. schr., Charles Mellin, Eureka, May 21.
Himalaya, Haw. bk., Dearborn, Newcastle, April 17.
Henry B. Hyde, Am. sp., Scribner, New York and Valparaiso, March 20.
L. F. Chapman, Am. sp., Carter, San Francisco, April 28.
Ivanhoe, Br. bk., Newcastle, May 13.
James H. Bruce, Am. schr., Peterson, Aberdeen, May 26.
Luzon, Am. sp., Park, New York, May 1.
Mauna Ala, Haw. bk., Smith, San Francisco.
Mary Dodge, Am. schr., from Eureka, May 14.
M. P. Grace, Am. bk., Grant, Sydney, April 20.
Okanagan, Am. schr., Reusch, Port Townsend, April 27.
Oakland, Am. bk., Ackerman, Planter, Am. bktn., McNeill, San Francisco, May 4.
Reaper, Am. sp., Newcastle, May 17.
R. P. Rithet, Haw. bktn., McPhail.

VESSELS EXPECTED.

Mary Winkelman, Am. bktn., from Grays Harbor.
Dirigo, Am. sp., from Hongkong.
Enegia, Br. stmr., from Hongkong.
Kilmory, Br. sp., from Liverpool.
Helen Brewer, Haw. sp., from New York.
Wallace B. Flint, Am. bk., from New York.
A. J. Fuller, Am. sp., Nagasaki.
Challenger, Am. sp., from New York.
Henry Failing, Am. sp., from New York.
Hayden Brown, Am. bk., from Newcastle.
Lyman D. Foster, Am. schr., from Newcastle.
John C. Potter, Am. sp., from Newcastle.
Oregon, Am. bk., from Newcastle.
Robert Seales, Am. schr., from Newcastle.
James Rolph, Am. schr., from Newcastle.
General Fairchild, Am. bk., from Newcastle.
Euterpe, Haw. sp., from Newcastle.
Star of Russia, Haw. sp., from Newcastle.
Wachusett, Am. sp., from Newcastle.
Marion Chilcott, Am. sp., from Newcastle.
Bechmont, Br. sp., from Newcastle.
Ella, Ital. sp., from Newcastle.
Harvester, Am. bk., from Newcastle.
Inca, Am. schr., from Newcastle.
City of Hankow, Br. sp., from Newcastle.
Empire, Am. bk., from Newcastle.
Ivy, Br. sp., from Newcastle.
Louisiana, Am. sp., from Newcastle.
Republic, Br. bk., from Newcastle.
Sea King, Am. bk., from Newcastle.
Perseverance, Br. sp., from Newcastle.
Abby Palmer, Am. bk., from Newcastle.
King Cyrus, Am. schr., from Newcastle.
J. B. Brown, Am. sp., from Newcastle.
Yosemite, Am. sp., from Newcastle.
Woolahara, Br. bk., from Newcastle.
William Bowden, Am. schr., from Newcastle.
W. H. Talbot, Am. schr., from Newcastle.
Columbia, Am. schr., from Newcastle.
Benicia, Am. bktn., from Newcastle.
Prince Albert, Nor. sp., from Newcastle.
Prince Victor, Nor. sp., from Newcastle.
Clan Macpherson, Br. sp., from Newcastle.
Excelsior, Br. sp., from Newcastle.
Fantasi, Nor. bk., from Newcastle.
Invincible, Am. sp., from Newcastle.
Stjorn, Nor. bk., from Newcastle.
Wresler, Am. bktn., from Newcastle.
Drumburton, Br. sp., from Newcastle.
Preston, Am. bk., from Newcastle.
Alex. McNeill, Am. bk., from Newcastle.
Golden Shore, Am. sp., from Newcastle.
Dominion, Br. bk., from Newcastle.
James Nesmith, Am. sp., from Newcastle.
Balkamah, Br. sp., Newcastle.
Marion Lightbody, Br. sp., Newcastle.
Eng. Am. bk., Nitrate Ports.
Quickstep, Am. bk., from Tacoma.
Katie Flickinger, Am. bk., from Tacoma.
Solide, Ger. bk., from Hamburg.
Hera, Ger. sp., from Hamburg.
Philadelphia, Ger. sp., from Hamburg.
Carnedd Llewellyn, Br. sp., from Hamburg.
Ventura, Br. bk., from Antwerp.
Vota, Br. sp., London.

DIAMOND HEAD.

June 14, 10:30 p. m.

Weather clear, Wind, Lt. N.

Women's Part in Battles.

Responsible for Defeats as well as for Victories.

Many as the cases are of battle won through the agency of women of the type of Boudicca and Joan of Arc, there can be no denying the fact that equally numerous, if not more so, are those of victories spoiled by the fair sex and of battles lost owing to feminine machinations.

There are many, says Tit-Bits, who assert that failure of the Jameson raid at the outset was brought about by women. President Kruger is in the habit of employing countless detectives, both male and female, in the Transvaal as well as abroad. The barmaids of Johannesburg, for example, were said to be in the pay of Oom Paul. These ladies, by means of their propensities for extracting confidences, are alleged to have wronged from some of the raiders long before the raid itself was entered upon the fact that it was foolhardy. The consequence was that when it came about Oom Paul was fully prepared.

cases in which victories connected with the republic have been spoiled by women, and the whole course of events changed in consequence. For example, the fall of General Boulanger, was brought about by a member of the fair sex. But for the Vicomtesse de Bonnemain there is the chance that he might have become the ruler of France. The lady induced him to pay her a visit on the night of his election as a member of the Chamber of Deputies, when, had he refrained from so doing and instead marched upon the Elysee, as his partisans begged him to do, the history of the republic might have been entirely altered.

Somewhat similar is the Old World case of Hannibal, whose wife was the unintentional cause of his fall and the failure of his once successful armies. The great general was so foolish as to marry when he should have been devoting all his time to the conduct of military affairs. His troops became utterly demoralized during the period of his honeymoon, with the result that they were rendered quite unfit for arduous service, and never regained their former standard of discipline.

Again, in this connection, there is the case of James IV of Scotland, who is said to have lost the battle of Flodden Field through a woman. It is argued that if the King had seized the opportunity given him of occupying a favorable position wherein to meet the English forces the battle that ensued might have had a very different ending. But James lingered at the castle of a titled lady whose charms had captivated him, and so it was that the southern troops were allowed an opportunity of choosing a suitable position, which could never have been secured had the monarch not hesitated. The lady was a certain nobleman's wife named Heron, and was very beautiful.

The noted Russian general, Paronoff, was found guilty of treason and sentenced to death a year or two ago, thanks to a woman, one of his own family.

CHINESE RETURNS

FROM THE DEAD.

Bernard Stahl, the well-known New York cigar manufacturer, while in this city recently outfitting the ill-fated Latusa Bay mining expedition, in which he was heavily interested, told of a remarkable accident he witnessed while crossing the Pacific in the old sidewheel steamship Niantic in 1874. He was just fresh from school at the time and had accepted the invitation of a young Japanese of good family, who had been his classmate, to return with him to Japan for a visit of several months. Incidentally, it might be stated that three days after their arrival in Japan the Jap borrowed Stahl's pistol and blew his own brains out because his sweetheart had forgotten him during his absence and had married another fellow. But that is another story.

It was on the outward voyage that the incident happened that Mr. Stahl related to a group of friends at the Palace an evening. It appears that the Niantic ran into a big storm that amounted almost to a hurricane. During the worst part of the blow a Chinese sailor, who was at work on the fore mainmast yard, was wrenched from his perch and thrown headlong into the sea, just ahead of the port paddle-box. The sea was too rough to put down a boat. As nothing was seen of the Chinese after he struck the water, he was given up as lost, and a note to that effect was entered in the log. It was several hours before the storm subsided and the ship put on her course. Then the chief engineer ordered the paddle boxes opened to see if any damage was done. Imagine the astonishment of the officers when they found the unfortunate sailor's body in the port paddle-box, lying limp across a timber just out of reach of the wheel. The body was dragged out and turned over to the surgeon, who soon found that the man was only stunned and had sustained no serious injury. When on the following day the sailor was put back to work among his fellows they refused to associate with him, claiming that he was a spirit returned from the dead.

Mr. Stahl vouches for the truth of this strange story and refers to Captain Howard, now superintendent of the Oceanic Steamship Company, but then master of the Niantic, for verification. Captain Howard says that he has a vague recollection of such an incident, but cannot say certainly, as in those days there were so many strange things and he had so much else to think about that he did not tax his mind to remember stories of Chinamen. —San Francisco Call.

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J. H. FISHER,

Acting Treasurer Inter-Island Telegraph Co., Ltd.

Honolulu, June 1, 1900.

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